

The VW 411. Just put your present car alongside it.



And then ask yourself a few honest questions.





Let's assume you're thinking of buying a new car in this price range.

What points should you consider? What should you look out for? How large, how fast,

how comfortable should it be? How safe?

There are several cars which cost about the same as the VW 411. (Perhaps you're driving one right now.)

We'd just like you to give a thought to whether you're getting the same value for your money.

Has your car got as elaborate a chassis as the VW 411?

(The Porsche 911 has won many a race with a chassis designed on the same lines.)

But the VW 411 hasn't got a sports car chassis just so that you can start practising Le Mans starts.

It's there to give you additional safety reserves.

This is why it has independent wheel suspension. Wheels don't start hopping around on rough roads – as tends to happen in cars with rigid axles.

Suspension struts to take even the hardest knocks – and come back for more. Whereby toe-in and camber remain virtually constant. Just as important on the straight as in corners.

An elaborate trailing wishbone rear axle with double-joint drive shafts. To make sure the

wheels really stick to the road like glue.

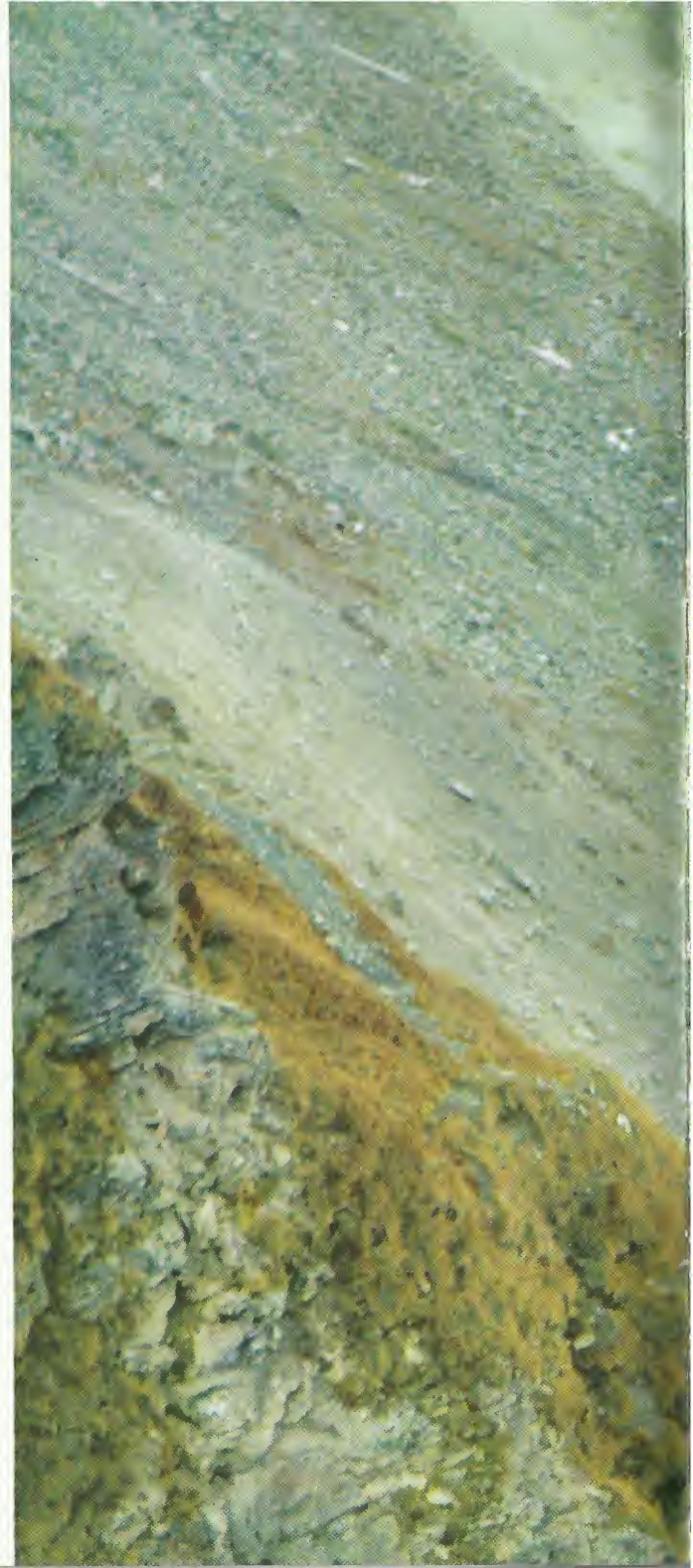
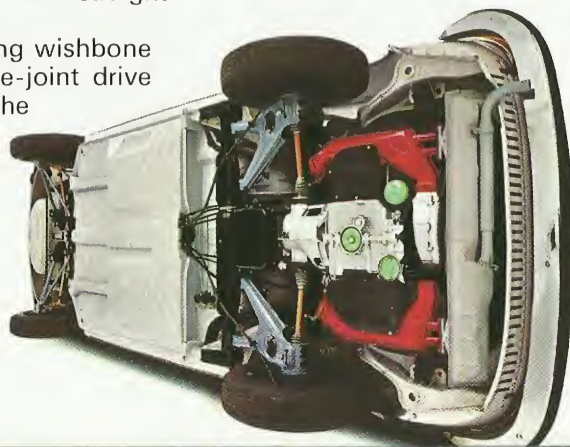
And radial ply tyres as a standard fitting.

And to crown it all, the engine's rear-mounted. Loads the rear wheels and stops both them and you going into a flat spin in snow and ice.

This also means that the axle load ratio remains virtually unchanged – it's just as safe to drive with one up as it is with five. Which is something many a car costing a lot more can't boast of.

There aren't many cars with a chassis like the VW 411's. And they're either smaller. Or more expensive. Or both.

(Which isn't really all that surprising.)





Is the engine in your car as powerful - and yet as robust and economical?

The 76 bhp twin carburetter engine in the VW 411 is a new design.

Its cylinders and pistons are wider than they're long. In other words, the engine's over-square. Piston travel is short and piston speed low.

All of which means that the VW 411 can thunder along for hours on end without harming the engine in the slightest.

And economically into the bargain.

How come? Because the engine reaches maximum torque at 3,300 rpm. Which makes it flexible with plenty of poke at low speeds.

The VW 411 hits 50 in 160 yards or so. Maximum and cruising speed is 90 plus.

The engine is air-cooled. Because air can't freeze or boil over and, like

the best things in life, is free. (Saves expensive anti-freeze.)

And on bitter cold mornings you'll be glad to be in a VW 411.

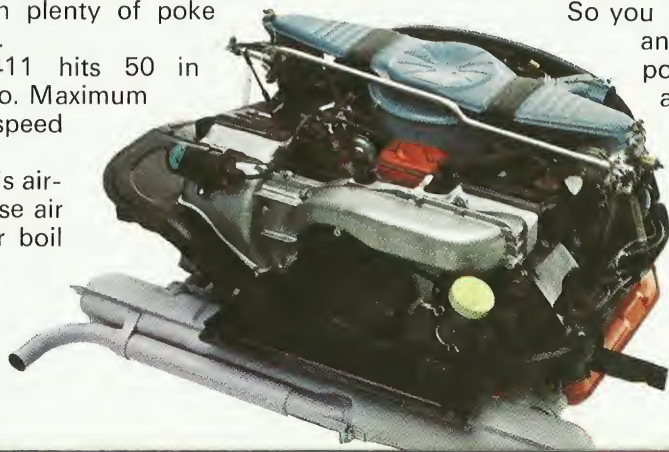
One turn of the key — and away you go.

Why so reliable? First of all, it has an alternator — a fairly expensive gadget, but well worth it because it makes sure that your battery's always fully charged. And secondly, it has an automatic choke. Or rather two — one for each carburetter. Result? Lively, responsive acceleration after cold starts.

So you see, it's wrong to judge an engine by brake horsepower and maximum output alone.

There are any number of faster engines for people who still insist on doing so.

They eat away your bank balance faster, too.





Has your car the same safety reserves as the VW 411?

All right. We know your guardian angel's doing a pretty good job of looking after you. But better safe than sorry's our motto.

So we made the VW 411 even safer than the American safety standards require — and that's saying something.

We gave it a completely newly developed safety body with a rigid passenger cell in the middle. This cell is protected by the "crumple" effect designed into the front and rear ends. If you run into something, or someone runs into you, they concertina and absorb most of the energy produced by the impact.

We gave it a safety steering column and a safety steering wheel with padded spokes. Safety rear view mirror. Safety door locks.



A dual circuit brake system. In case one circuit fails — which is so unlikely you can virtually discount it.

A padded instrument panel and a passenger compartment free of all sharp edges and dangerous projections.

Individual front seats you can adjust to suit your own particular sitting position. For really relaxed driving.

Screw-type mountings for all types of safety belt — as standard fittings.

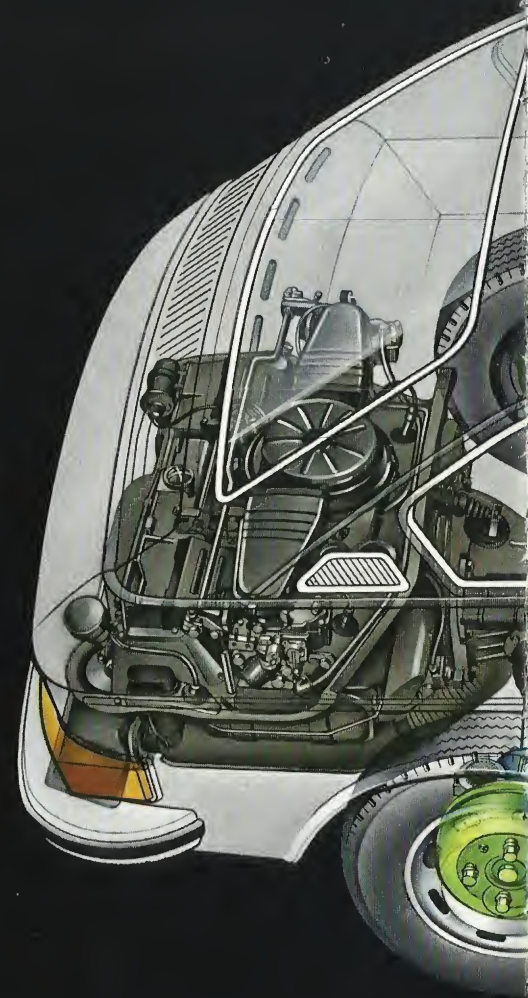
An emergency warning light system.

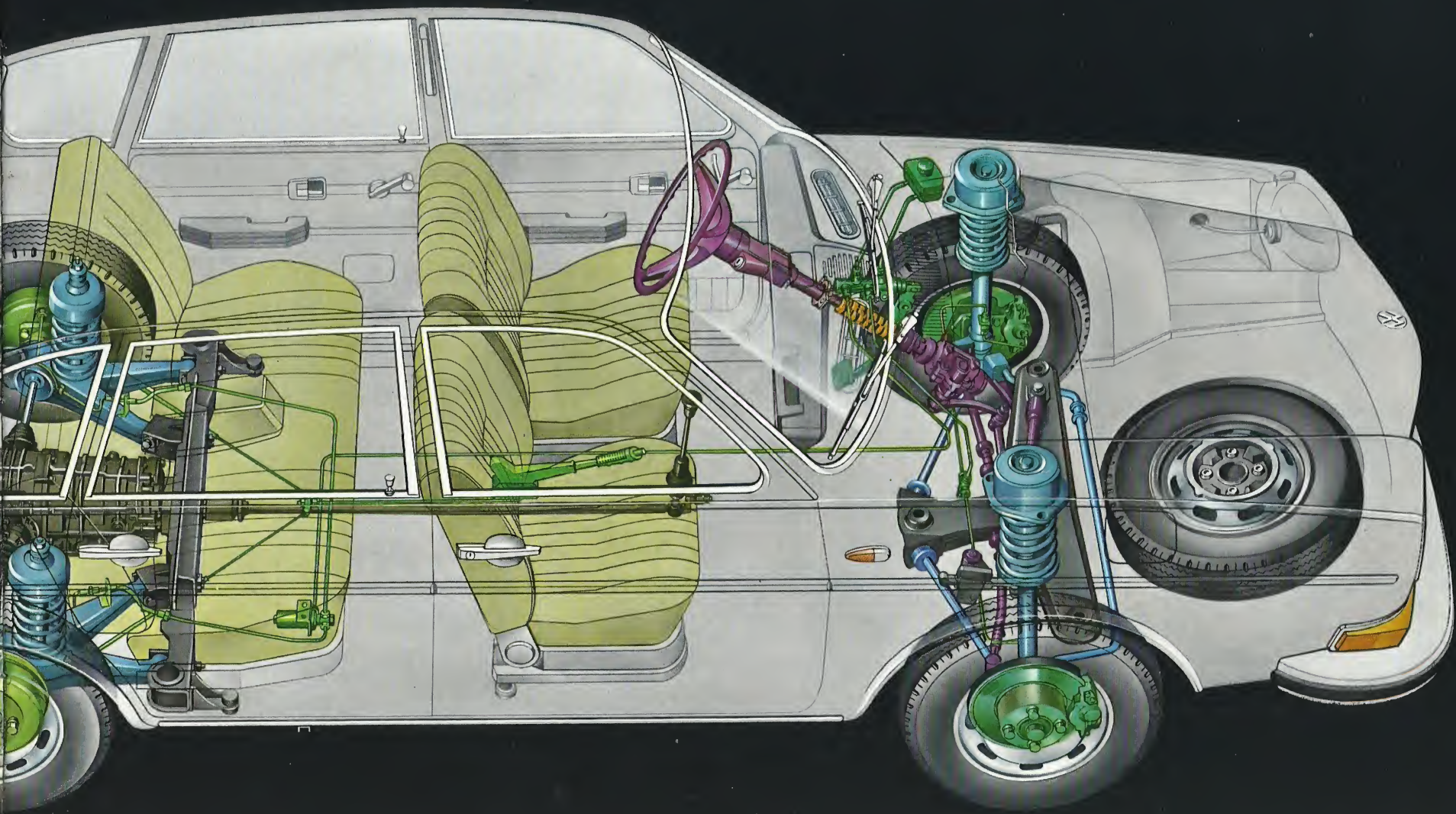
Powerful profiled bumpers.

Child-proof locks on the rear doors. And so on and so forth.

Not sure whether your car's got all this?

We can safely say — it hasn't.





Has your car got a thermostatically controlled heater? Which even works when the engine's off?

You and the heating system in the VW 411 will soon be warm friends. Because it's the only car in Europe to have a thermostatically controlled two-in-one heating system as a standard fitting.

All you have to do is set the temperature you want – and that's it. The temperature stays constant.

Things don't get hotter when you go faster. And they don't get colder when you go slower.

And if the engine's cold or off altogether? Simple. Just switch on the auxiliary heater.

Makes all the difference in winter, too. Switch the heating on a few minutes before you plan to leave – and you come out to a toasty warm car with clear windows.

Hot air distribution? Fast and efficient. Combined outlets for the windscreen, swiv-

elling outlets for the side windows and two outlets for the footwell.

Fresh air, and loads of it, is provided by an adjustable flow-through ventilation system – complete with its own two-speed blower – via wide vents at the windscreen and twin grid vents in the instrument panel. The latter are adjustable – so you can direct the air stream where you want it.

Below the rear window you'll find 6 evacuation slits. The fresh air flows down over the rear window and then out. Does away with fog and smoke – and helps stop condensation on cold, damp days.

But the VW 411 could keep you warm even in Siberia. Its heating system can deal with temperature differences (inside, outside) of up to 50° C.

If anyone's left cold by all this – well, he must have a pretty thick skin.









Is your car as luxuriously equipped?



Take the instrument panel, for example. It's clearly laid out and padded top and bottom.

It has non-reflecting, round instruments. It's covered with grained wood foil – doesn't wrinkle when it gets damp – tough, washable and attractive.

The fully adjustable individual front seats look good, too. (You can have them fully reclining as well if you like.) And they're adjustable not only backwards and forwards but up and down as well.

Small things, perhaps.

But there's never been room for the proverbial ha'porth of tar in our philosophy.

Can you see anyone else fitting a rubber bib for the fuel tank filler neck? Stops the paintwork getting dripped on and scratched and at the same time acts as a pocket for the tank cap.

Just by way of an example.





And as well made as VWs traditionally are?



Take a long, cool look at the plastic lining in the VW 411. Beautifully fitted. Even in places where other people really come unstuck. Because they don't fit any lining at all. Places like the window pillars, for example.

But good workmanship often isn't easy to assess at first sight. It's easier to judge after years of wear and tear. That's the real proof of the pudding – especially as regards paint-work.

Which is why we paint electrophoretically. In the dip, the body and the paint particles are charged electrically. The body positive, the particles negative. This sets up a magnetic field and the paint moves along the lines of force to the body where it penetrates every nook and cranny – inside and out.

This is the only way of ensuring that the paint is applied evenly all over – and that it resists rust and flying stones. And goes on doing so.







Even if your car is as spacious as the VW 411 up front - can the same be said of the back?

The only way to judge just how big the big VW really is, is to try out the seats for yourself — all five of them.

The passenger compartment — at shoulder level — is 52.8 ins. wide in front and 51.8 ins. wide at the back. There's no tunnel slap down the middle to get in the way of your feet.

And even if the driver's a strapping six-footer, there's no need for the person behind him to be a contortionist.

The body has a low waistline. Deeper windows. Better visibility. Better looks.

All four doors open really wide — easy to get in and out of.

Luggage is just as easy to get in. The VW 411 has a fully carpeted 14 cu. ft. luggage compartment up front.

Plus a further 6 cu. ft. at the back.

Room for five good-size suitcases in front. And not even your wife has enough hats and handbags to fill the rear luggage well.

Of course there are cars with more luggage space than the VW 411. But what they gain on the swings, they lose on the roundabouts. By having to cut down the size of the passenger compartment, for example.

By which token the VW 411 isn't just the largest VW — it's also one of the largest medium range cars on the road.







Is your car available with a comparable automatic?

Ours wasn't the first automatic transmission ever.

But it was the first to be specially developed for a European medium range car. And it's yours as an extra in the VW 411.

The advantage? Transmission and engine are perfectly geared to one another — because we designed them both.

Other manufacturers aren't quite so fussy. They buy an automatic transmission produced by someone else. And fit it in their cars.

Which is why the trade press praised the Volkswagen automatic transmission to the skies. To put it mildly.

It's so finely tuned that it

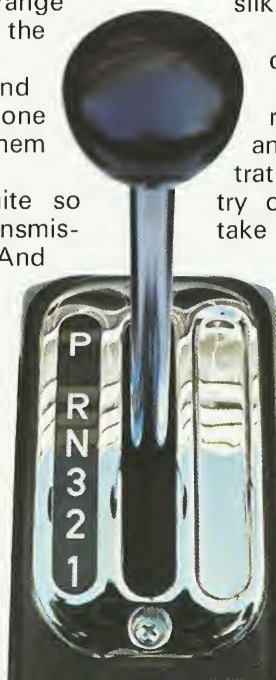
changes up and down faster and more accurately than the most rabid gearbox thrasher ever could. And acceleration's as smooth as silk.

An automatic transmission makes driving safer. Because you can keep both hands on the wheel. And really concentrate on the traffic — and nowadays it really needs concentrating on. Test drive the VW 411 and try out the automatic transmission. May take a bit of getting used to. (Old habits die hard.)

But then you'll never want to be without it.

So don't hang on to the manual shift tooth and nail.

More and more drivers are learning to keep their hands off it.



Is your car backed up by a worldwide service network like the VW is?

The question is just as easy to answer as all the others.

No.

We look at it like this. The less time a car spends in the workshop, and above all in getting there, the better.

Which is why we've gone on extending our service network. There are now 8,754 VW service outlets in the world. 5,449 in Europe. Which means you're never far from help if something should ever happen to go wrong.

And the help you get is efficient help.

Because repairs are carried out by VW-trained mechanics and checked by VW-trained foremen. The work is done

with special tools, specially developed for VW.

And with genuine VW spare parts. Which carry the same guarantee as a new car.

And with VW exchange parts. Up to 50% cheaper. Because we take the old part in part payment. (Whereby individual component parts which aren't up to scratch are replaced by brand new ones.)

Not that much is likely to go wrong with a VW. The odd dented wing, perhaps. Nothing to get excited about.

Simply unbolt it. Take it off. Put on the new one. Tighten a few bolts.

Still the same old sensible story. Front and rear.







**After all that, could you visualise
your next car looking like this?**



Technical data and equipment

Model 411 – two or four door

The standard interior and exterior trim and equipment contains the following:

Chromed or bright metal parts: bumpers, headlight surrounds, turn indicator and rear light cluster surrounds, wheel trim rings, wheel caps, outside mirror, window frames, door handles, sill protection strip, stone guards.

Further equipment items: winding door windows. Spring loaded front and rear hoods. Rubber bib from fuel tank filler neck with pocket for tank cap. Lockable tank flap. Safety door handles inside and out. Twin back-up lights.

Flow-through ventilation with blower (see special description). Two-in-one heating system with thermostatic controls (see special description). Pneumatic windscreen washer with pressure from spare wheel. Fully padded instrument panel. All control knobs and levers either pliable or mounted in safety positions. Fuel gauge with telltales. Emergency warning light system. Headlight flasher. Two-speed windscreen wipers. Map shelf in front of driver's seat. Lockable glove compartment containing front hood release. Safety steering wheel with padding. Day-night safety interior mirror. Two padded, swivelling sun vizors. Flexible grab handle for front seat passengers and assist straps at the back. Safety armrests and wide pockets in the front doors. Door contact operated courtesy light. Three ashtrays. Two flexible coat hooks at the back. Twelve screw-type mountings for safety belts of all types.

Front seats adjustable backwards and forwards to ten positions, up and down to five positions – backrest adjustable to eight positions. Safety backrest locks in two door models. Entire front seat can be tipped backwards. Cloth seat covers. Rear bench seat optionally with or without centre armrest.

Entire interior lined with plastic and cloth material. Floor covered with rubber matting. Luggage areas also lined. All edges and equipment items in impact area padded.

Variations in four door models: Third vent wing. Rear doors: safety armrests, safety door locks. Child-proof locks.

Model 411 L – two or four door

The additional standard interior and exterior equipment comprises: Rubber strip over the entire width of both bumpers. Two parking lights which automatically switch off when the engine starts.

Stainless steel trim mouldings at waistline, on gutterings and around the wheel housings. Electric clock. Vanity mirror in front seat passenger's sun vizor. Wide trim mouldings on the door interior trim. Safety backseat armrests in two door model also. Folding central armrest in the rear bench seat (optional). Fully reclining front seats with adjustable lumbar support. Large pockets on the back of the front seat backrests. Floor lined with carpeting.

Extras at extra charge:

For both Models (VW 411 and 411 L):

Steel sliding roof. Ventile leatherette seat covers. Head restraints for front seats. Hinged quarter windows (only in two door versions). Vent wings in front doors. Electrically heated rear window. Tinted rear window. Complete radio set. Laminated windscreen. Whitewall radial ply tyres. Steel-braced radial ply tyres.

For 411 Model only (basic model):

Stainless steel trim mouldings at waistline, on gutterings and around the wheel housings. Fully reclining front seats, adjustable lumbar support and pockets on the back of the front seat backrests.

Engine:

Four cylinder, four stroke, rear-mounted. Type: horizontally opposed.

Capacity 1679 cc. Bore x stroke 90 x 66 mm. Output 76 bhp (SAE) at 5,000 rpm. Compression 7.8:1. Maximum torque (SAE) 93 ft.lbs. at 3,300 rpm. Mean piston speed at maximum revs 1,811 ft./min.

Fuel/air mixture: twin carburettors. One down-draft carburettor with automatic choke for each pair of cylinders.

Common oil bath air cleaner with thermostatically controlled intake air preheating.

Cooling: thermostatically controlled air cooling by means of fan on crankshaft. The blower also provides cooling air for the generator and engine oil and also the air for the heating system.

Lubrication: forced feed lubrication with oil cooler. Oil cleaning by means of strainer and full-flow filter.

Electrical system:

12 volt system. Battery 45 Ah. Alternator with a maximum output of 450 W or 35 amps (540 W or 45 amps in Automatic models). Starter motor 0.7/0.8 hp. Battery ignition with coil and distributor, with centrifugal and vacuum spark advance. A total of 4 electric motors for windscreen wipers, ventilation and heating (see special description).

Wide beam headlights – adjustable without tools – with asymmetric low beam. Separate turn indicators up front. At rear two combined rear-brake-turn signal light clusters each with back-up light and reflector. One number plate light. Two parking lights which switch off automatically when the engine is started. Courtesy light. Instrument panel lighting.

For further details see model description/equipment.

Transmission:

Via single plate dry clutch (hydraulically operated), fully and baulk synchronised 4-speed gearbox, differential and double-joint drive shafts to the rear wheels. Ratios: a) transmission (1st – 4th gear and reverse): 3.81/2.11/1.40/1.00/R 4.30 b) final drive: 3.727.

Optional at extra charge: automatic transmission with hydrodynamic torque converter and automatic 3-speed epicyclic gears. Accelerator and selector lever operation.

Epicyclic gear ratios (1st — 3rd gear and reverse): 2.65/1.59/1.00/R 1.80; final drive: 3.670. The torque multiplication of the converter (max. 2.5) results in the following ratios for the automatic transmission:

Speed 1: 6.63 to 2.65

Speed 2: 6.63 to 1.59

Speed 3: 6.63 to 1.00

Reverse: 4.50 to 1.80

Chassis:

Suspension: front and rear by means of progressive coil springs combined with double action telescopic shock absorbers.

Individual wheel suspension: front by means of suspension struts designed to act as shock absorbers and spring retainers located on the axle carrier by means of rubber bushed track control arms and radius arms. Rear by means of trailing wishbones with wheel drive by means of sliding joints. Both the front suspension struts and the rear wishbone axle mean that toe-in and camber remain virtually constant.

Torsion bar stabilizer up front to counteract roll.

Steering: recirculating ball with hydraulic steering damper. High degree of safety thanks to collapsible section between steering gear and steering column.

Brakes: hydraulic dual circuit brake system. Disc brakes up front, drum brakes at the rear. Brake pressure limiting valve in the rear brake circuit prevents rear wheels blocking.

Tyres: radial ply tyres 155 SR 15, tubeless, safety rims 4¹/₂ J x 15.

Body:

Unitized all-steel body in two or four door versions. All wings bolted on. Complete undersealing. Under-side of floor completely smooth — all cables and linkage protected in closed central rib or in side members. Passenger compartment as rigid safety cell, front and rear ends designed to crumple and absorb shock.

Front hood spring loaded. Front luggage compartment 14 cu.ft. Sparewheel covered in housing in floor. 11.0 imp. gallon fuel tank separated from luggage compartment by safety bulkhead. Fuel tank filler neck in right front wing behind lockable flap.

Additional luggage area of approx. 6.0 cu.ft. behind rear seat.

For details of interior and exterior trim and equipment see model description/equipment.

Ventilation:

Flow-through fresh air ventilation system consisting of: air intake (immediately below the windscreen above the worst of the dust and gases); plenum chamber; air distributor box; two vents below the windscreen; two vents in the centre of the instrument panel; a two-speed blower for stationary and additional ventilation; six escape slits below the rear window so that the used air is constantly replenished without the windows being opened. The entire system draught-free and virtually noiseless.

Adjustment: separate for windscreen and interior ventilation, additional directional adjustment by means of grid over the instrument panel vents.

Heating:

Two-in-one heating system with thermostatic controls consisting of a) fresh air heating by means of outside air heated in heat exchangers; b) electric blower for additional heating at low engine revs; c) heater booster which keeps the air in the passenger compartment at whatever temperature is set. Stationary heating (with engine off) is also possible. Hot air distribution: two defroster outlets at the windscreen, one outlet on each side of the instrument panel (side window defrosting) and two outlets, one on each side, directed front and rear in the footwell.

Adjustment: instrument panel outlets and footwell outlets separately and for right and left sides as required. The air flow direction for the footwell changes simultaneously. If necessary, the entire hot air supply can be concentrated on the windscreen for defrosting purposes.

Weights and measurements:

Wheel base 98.4 ins. Track front/rear 54.2/52.8 ins. Maximum overall length/width/height (empty) 178.0/64.4/58.5 ins. (variation in L model: length/width 179.2/65.0 ins.). Passenger compartment width front/rear 54.2/53.5 ins. Head room front/rear 37.8/35.0 ins. Leg room in rear footwell (front seat in middle position) 42.3 ins.

Unladen weight (two door/four door) 2,249/2,293 lbs. Permissible total weight 3,241 lbs. Permissible axle load front/rear 1,477/1,808 lbs. Permissible trailed load (manual shift models only) for braked trailers of all types 2,205 lbs.

Performance:

Maximum speed 90 mph (88 mph with automatic transmission). 4,747 (4,640) rpm at max. speed. Acceleration from 0–50 mph manual/automatic 11.5/12 secs. Hill climbing ability with two persons on good roads manual shift version and automatic version 1:2.3. Fuel consumption*) (regular fuel) manual shift/automatic 26.1/24.5 mpg.

*) with half payload at ³/₄ of maximum speed on level roads plus 10%.

Volkswagens are delivered to 136 countries the world over. Obviously, traffic laws and type-approval regulations tend to vary from country to country. You may find, therefore, that the models and equipment actually offered for sale differ from the data given in this brochure.

So please ask your nearest VW dealer for information regarding the wide range of VW models and equipment valid for your country.

42

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41

Go for at least two test drives.
Once with our competition.
And once with us.

